WHERE WILL THE "COLLECTIVE WISDOM" OF MACKENZIE KING LAND THE DOM. OF CANADA?

Meighen and Baxter Clearly State Their Policy on Tariff and Railways—Maritime Provinces to Benefit in Each Case—King Had No Definite Policy on Tariff or Railway Because of the Diversity in the "Collective Wisdom" of Liberalism—Impossible to Reconcile Views of King, Lemieux, Fielding and Gouin.

(Contributed.)

Premier Arthur Meighen has spoken in the Maritime Provinces. Mackenzie King has also been heard. Crerar may visit us, but his utterances will have little interest down here as he is principally concerned with what affects the Grain Growers' Association. His outlook is not yet national.

One of the arguments used against the Meighen Government is that a change should be made, no matter what the change and no matter what the results of the change. This is a specious and plausible argument and one which will appeal to a certain group in the electorate who are looking only for excitement. A change means excitement. The Toronto Globe is featuring this argument and doubtless will convince certain of its readers that a change will do good. The Globe, in making this argument, is not adding to its reputation for fairness, but, on the contrary, is practically admitting that there is no other reason for a change than a change. Why drop the bone for the shadow?

Meighen Pleases Majority.

Another argument used against the Meighen Government is that Meighen is preaching protection because the majority of Canadians are protectionists. The election of 1911 proved this. The protectionists included the majority of farmers, laborers, wage-earners and manufacturers. Meighen cannot be blamed if he is trying to please the majority and does so by preaching protection. The Liberal organs now say King is a protectionist and there is no difference between the Meighen Tariff Policy and the King Tariff Policy. Laurier preached Free Trade and practised protection, but Laurier brought in the Reciprocity Bill and might have succeeded in ruining this country by having it adopt free trade. It certainly was in his mind. Might not Mackenzie King do the same thing? He says the platform of 1919 is only a chart, a guide; that he will surround himself with the "collective wisdom" of his party. How will he reconcile Fielding's free trade principles with Gouin's high protection idea? How will he square Lemieux's railway policy to turn over the management of the Canadian National Railways to the C. P. R. with LaPointe's scheme of selling the railway for one dollar to a private corporation to own and manage? King's "collective wisdom of Liberalism" will result in the party getting into power on a show of protection and, eventually, in selling the country to the U. S. A. on a free trade policy, as almost happened in 1911. If the majority of Canadians are protectionists, that majority had better place the tariff destinies of the country in the hands of one who knows what he is preaching and intends to practise and not leave it to the "collective wisdom" of a free trader et al to shape its tariff policy. Canada wants protection today for its farmers, for its laborers, for its railway men, for those employed in industrial pursuits, both as capitalists and wage-earners, and it will only be sure of getting it by returning to power the party that believes in the principles of protection as laid down by Arthur Meighen.

The Railway Problem.

The next important question is the railway problem. The opponents of the Government are trying to make it a question of Government vs Private Ownership and hope to fix upon Meighen the present apparent deplorable condition of our railways. The question at issue is not private or Government ownership. Meighen does not state he is in favor of one or the other. The ownership of the railways by the Dominion Government is the result of the mistake of past administrations, principally Liberal, coupled with the unfortunate railway policies of Mackenzie & Mann. Sir Wilfrid Laurier saddled the country with the expenditure of the G. T. P. He promised that it would cost the country thirteen million a year and in fifty years the country would own it. The present Government stood towards the railway as mortgagees. In order to safeguard its security, it either had to take over the railways or force a sale. A sale was out of the question as no private corporation could be found to either purchase or take them as a gift. Meighen did the only possible and practical thing. He took over the railways and put them under a management independent of politics. Judging from the results of last August, the Government ownership of railways may not be the nightmare that the pessimists of this country would like to make us believe. There may be deficits, but the indirect results accruing from the development of the country by these transcontinental lines are more or less an offset. Hance Logan and Hon. Mr. Finn, of Halifax, raised the old question of the Intercolonial and for purely party purposes tried to awaken local prejudice against the Government railway policy. Had they succeeded, and had the Government taken the attitude to deal with the question from a purely Confederation contractual point of view and given the Maritime Provinces what they asked and then said that outside of the Intercolonial they had no longer any obligation toward the Maritime Provinces in matters of railways, what would have resulted? The Maritime Provinces would have had their little I. C. R. back, but they might have been left out of the larger, greater and better scheme. Premier Meighen, backed by Hon. J. B. M. Baxter, made the statement in Moncton, and repeated it in St. John, that a reconstruction of the system of railways would take place as soon as possible, and that a unit would be formed with headquarters in the Maritime Provinces. Mackenzie King made a vague statement in reference to these matters, but would hardly be able to make a promise as his lieutenant in Quebec, Mr. Lemieux, is in favor of handing the railways over to the C. P. R.

May Prove a Blessing.

Government ownership of the railways may prove to the Maritime Provinces a blessing in disguise. If our public men are sincere in the desire to have Canadian trade go through Canadian channels, and we have Hon. J. B. M. Baxter's assurance that it will be his best endeavor to see this realized; if the ports of Halifax and St. John are developed and given the facilities which they deserve; if Laurier's saying that the G. T. P. will make trade flow east and west like water through a millrace, instead of north and south, is true, we will yet see the wisdom of Canada, at a time when private enterprise was not able to handle the situation, owning its national railways, and, as a result of this, see St. John and Halifax do the export and import trade that at present is being done by Portland, New York and Boston. A fiscal policy that will keep our markets for ourselves and open up markets in other countries, where our exports will exceed our imports, will help to bring about this desired end. Henry Ford bought a railway four hundred miles long that was not making money. He controlled a great amount of traffic in the district where this railway was situated and he forced it over his railway. As a result he increased wages, reduced freight rates and showed a handsome surplus. The Canadian Government, by owning its railways and by a tariff policy of protection that will eventually force Canadian trade over Canadian railways and through Canadian ports will force the expansion of Halifax and St. John, enlarge the traffic on the railways, reduce the freight rates, increase the number of men employed and convert the present deficit into a surplus.

Died

TILTON—Suddenly at Toronto on October 17, Joseph A. Tilton, of this city.
Funeral at 2.30 Friday afternoon from his late residence, Lancaster Heights. Burial Fern Hill. Coachs leave Head of King Street at 1.45.

BURNHAM—In this city on the 19th inst., Florence Louise, wife of Archibald G. Burnham and daughter of the late Moses and Sarah Crawford of Kingston, N. B.
Funeral on Friday from St. John's (Stone) Church. Service at three o'clock.

130 Barrels of Spuds To Acre

Van Buren, Me., Oct. 19.—One of the largest, if not the largest grower in Van Buren finished digging his crop of tubers on Friday. The total yield was slightly over 12,000 barrels, with an average yield of 130 barrels to an acre. The potatoes were all hauled to Mr. Parent's store houses in Van Buren, and Mr. Parent's three trucks were kept busy night and day hauling to town.

NELSON DAY.

Tomorrow is Nelson Day, formerly Trafalgar Day, when the brave deeds of Lord Nelson will be brought to memory by every true Britisher.

Tells Dyspeptics What To Eat

Avoid Indigestion, Sour Acid Stomach, Heartburn, Gas On Stomach, Etc.

Indigestion and practically all forms of stomach trouble, say medical authorities, are due nine times out of ten to an excess of hydrochloric acid in the stomach. Chronic "acid stomach" is exceedingly dangerous and sufferers should do either one of two things.

Either they can go on a limited and often disagreeable diet, avoiding foods that disagree with them, that irritate the stomach and lead to excess acid secretion or they can eat as they please in reason and make it a practice to counteract the effect of the harmful acid and prevent the formation of gas, sourness or premature fermentation by the use of a little Bisurated Magnesia at their meals.

There is probably no better, safer or more reliable stomach antiacid than Bisurated Magnesia and it is widely used for this purpose. It has no direct action on the stomach, and is not a digestent. But a teaspoonful of the powder or a couple of five grain tablets taken in a little water with the food will neutralize the excess acidity which may be present and prevent its further formation. This removes the whole cause of the trouble and the meal digests naturally and healthfully without need of pepsin pills or artificial digestents.

Get a few ounces of Bisurated Magnesia from any reliable druggist. Ask for either powder or tablets. It never comes as a liquid, milk or citrate, and in the bisurated form is not a laxative. Try this plan and eat what you want at your next meal and see if this isn't the best advice you ever had on "what to eat."

Weddings

Lane-Morrow.

A quiet wedding took place yesterday morning at 7 o'clock in St. Mary's church, when Marjorie Helen, daughter of Mr. and Mrs. Wm. J. Lane, and John Wellington, son of Mr. and Mrs. Wm. J. Morrow of Kennebeccasis Island, were united in marriage by Rev. R. T. McKim. The bride wearing a suit of navy blue tricotine with corresponding hat, and carrying a bridal bouquet of roses and carnations entered the church with her father as the choir, of which the bride was a member, sang "he Voice that Breathed O'er Eden." During the signing of the register the choir also rendered "O Perfect Love." Miss Hilda Brittain presided at the organ.

Following the ceremony the bridal party drove to the home of the bride's parents where a dainty wedding breakfast was served, after which the happy couple left on the Governor Dingley for Boston and other American cities. The many beautiful and useful gifts received testify to the many good wishes extended to Mr. and Mrs. Morrow.

Akerley—Mealey.

A quiet wedding took place last evening at the residence of the officiating clergyman the Rev. S. S. Dowling, 88 Duke street, in the presence of the immediate relatives of the contracting pair when he united in marriage, Miss Annie Mealey, daughter of Mr. and Mrs. Roderick Mealey, of Norton, and Harry Lee Akerley, of the Narrows.

The groom is a returned man who served for a time with the 116th battalion, and then transferred to the Royal Air Force. The bride is a well known school teacher. The happy couple will take up their residence at the Narrows.

POLICE INVESTIGATION.

The investigation into the charge that some evidence was withheld by the police in the recent O'Brien trial will likely be carried out next week, so Commissioner Thornton thinks one day will be sufficient. It will be under oath. The session will probably be held in the court rooms in the Masonic building.

ON INSPECTION TOUR.

Grant Hall, vice-president of the C. P. R. will arrive in the city this morning at 6.05 in his private car Mount Royal. He is accompanied by C. G. R. Vickers, of Ames Holden Supply Co., and will be met by J. H. Boyle, superintendent of the eastern division, who reached St. John yesterday evening. The party is leaving this morning on the Shore Line on an inspection trip to St. Stephen and will proceed tomorrow evening via McAdam Junction to Montreal.

THE SOLDIER MONUMENTS.

A member of the Imperial War Graves' Commission recently visited St. John to arrange for the placing of the regulation soldier's headstone on each of the forty-four graves in the naval and military plot in Fernhill, and it is expected the work will be completed in the spring. These stones are all of uniform plan, the world over, wherever a British soldier is buried. They will be of granite, two feet, six inches high, with a maple leaf in a circle on the top, and below it a simple cross, underneath which will be the soldier's or sailor's name and description, with date of death, etc.

The commission in Canada is acting under the Department of Militia and Defence and their own staff have been sent from England. They also will place a headstone by request on the grave of any soldier or sailor in a private lot, provided he died on service, or from sickness caused by service. The officers who visited St. John expressed themselves delighted with the plot in Fernhill, and said it was the best they had seen in Canada.

PERSONAL

H. Irvine, of Nelson B. C. is in the city the guest of his brother, Joseph Irvine, 45 High street.

Mr. and Mrs. W.E. Hamm of Pleasant Point, returned Monday on stmr. Majestic, after spending the week end with Mrs. Hamm's parents, Mr. and Mrs. E. R. Coes, McDonald's Corner. They were accompanied by Mr. and Mrs. Coes who will spend the winter in the city among their children, making their home with Mr and Mrs. B. A. Farris, 39 Kennedy street.

Frank Kievener has returned to his home in Roslindale, Mass, after having spent the last week with Mr. and Mrs. A. E. Barnes at their home, 109 St. James street.

Dr. J. H. Allingham returned home yesterday from Montreal where he was attending the McGill University reunion.

Mr. and Mrs. George O'Pray have returned home from a honeymoon trip to upper Canadian cities.

Rev. R. G. Scharman of NorthSydney passed through the city yesterday en route home from Fredericton where he had been attending the Baptist convention.

Her tour of the Orient in connection with the mission stations of Japan under the jurisdiction of the Women's Missionary Society of the Methodist Church, had convinced Mrs. G. N. Jackson of Winnipeg, who delivered an inspiring address on Sunday morning at the Timothy Eaton Memorial Church, Toronto, that the height which a nation reaches depends on the status of its womanhood. In Japan there was a great feminist movement in evidence which would fail in obtaining the best results unless under the direction of Christian leaders. Schools and universities were being established, and the work of evangelization was proceeding, overcoming the ignorance and superstition which prevailed. Conditions in China, where assistance was required, were more obvious than in Japan. The women of the poor with their small distorted feet were to be seen breaking stones on the roads for a mere pittance. Poverty and disease were prevalent, and the national malady had to be met with better sanitary conditions and an abundance of fresh air and sunshine. The missionaries invariably built their compounds high on the hills, in which the country abounded, to overcome these conditions.

States He Can Do Twice As Much Now

Saint John Man Eats Anything, Sleeps Like a Log and Feels Fine All the Time

"I'm feeling like a new man now and am able to do as much work in one day as I used to do in two," said Charles Noel, 31 Meadow St., St. John, N. B., while relating his truly remarkable experience with Tanlac. Mr. Noel is in the employ of the Canadian National Railroad. He continued:

"When I got home from France my stomach was in such bad condition I couldn't eat a thing without suffering awfully afterwards. My back hurt me, too, and I was so nervous that I got little rest either day or night.

"By the time I had taken two bottles of Tanlac my stomach was in fine condition. I eat anything I want now, sleep like a log all night long and get up in the morning feeling fit and fine. Everybody tells me I look the very picture of health, and I can honestly say I never felt better in my life."

Tanlac is sold in St. John by Ross Drug Co. and F. W. Munro and by leading druggists everywhere.

COMPENSATION FOR FUSILIER'S DEATH ORDERED

Officer Executed by Sinn Feiners—Widow is Awarded Ten Thousand Pounds.

London, Oct. 19—The sum of £10,000 has been awarded to Mrs. Gladys Compton Smith by the recorder of Cork for the death of her husband, Major Compton Smith, who was shot in Cork County in April last. He was commandant of the Ballyvonare Camp, near Buttervant, and while on a sketching expedition at Blarney was captured by soldiers of the Irish Republican Army.

On the day of his death, Major Smith wrote to his wife, saying, among other things, that he was leaving his watch to the officer who was executing him, "because I believe him to be a gentleman and to mark the fact that I bear him no malice for carrying out what he believes his duty."

Another letter from the Major was addressed to his regiment and read:

"Dear Royal Welsh Fusiliers: I am to be shot in an hour's time. I should like you fellows to know that this sentence has been passed on me and that I intent to die like a Welsh Fusilier, with a laugh and forgiveness for those who are carrying out the deed.

"I should like my death to lessen rather than increase the bitterness which exists between England and Ireland. I have been treated with great kindness and during my captivity have learned to regard the Sinn Feiners rather as mistaken idealists than as a murder gang."

FACE-ON-THE TICKET RULE SHOWS RESULTS

Commuters Mugged While They Wait in New York Central Station.

New York, Oct. 18.—The new face-on-the-ticket rule of the New York Central Railroad has put a stop to the old practice of transferring or selling commutation tickets to suburbanites. But the commuters didn't like the idea and they groaned as the cameras clicked.

Their protests were unavailing, however, for the railroad decreed that no more commutation tickets would be issued after October 1, unless a photograph of the holder was attached to the ticket. The rush to have pictures taken was so great during the last week of grace that almost every station along the railroad's lines was converted into an emergency photograph gallery.

All available photographers were rounded up and posted at stations, thus giving the commuter an opportunity of being "mugged" while waiting for his train to carry him to work in the city.

After the first rush, these photographers no longer said "look pleasant, please." The commuters said it was impossible. An observing train conductor remarked that it was curious that many of the photographs showed scowling countenances.

The railroad explained that one of the first effects of the new regulations was a tremendous falling off in the sale of commutation tickets at a small station on the West Shore division. Although this station had only a corporal's guard of commuters, it used to sell 40 commutation tickets every month.

This was the explanation, according to the railroad:

The commutation rate from this station was only 32 cents, whereas the regular round-trip fare was $2.70. Some one was buying commutation tickets and then farming them out by the day at scalper's rate—$1.50. On a transaction of this kind the passenger saved $1.20, the scalper made $1.18 and the railroad lost $2.32.

15 Chinese Found Hidden On Freighter

One Dying Stowaway Thrown Overboard, Others Say.

New York, Oct. 18.—While searching yesterday for drugs aboard the British freighter Helenus in yesterday from Far Eastern ports by way of Boston Customs Inspector Albert D. Hobenson uncovered fifteen Chinese hiding in ballast tanks and other places below decks. Several were seriously ill of beri-beri. There were originally sixteen, but one was thrown overboard after leaving Boston. According to some of the Chinese, he was dead, but others said he was just dying.

The stowaways, all suffering from hunger, were taken to Ellis Island. Pong Yow, the ship's Chinese boss, was detained by the customs officials.

The harbor police were asked to make a search for the body in the neighborhood of this port.

Peace Work Hard Says W. D. Hines

Arbiter of River Shipping Finds Little Prospect of Relief for Many Evils.

New York, Oct. 19.—Walker D. Hines, Director of the Railroad Administration in the world war and until recently arbiter for the conference of Ambassadors in Paris in allocating to the various allied governments river shipping on the Rhine, Danube, Elbe and Oder, returned yesterday by the French liner La Savoie. He said that in his sixteen months of experience abroad he had concluded that that world's capacity for making war was indescribably more effective than its capacity for making peace. After three years of laborious and earnest effort to overcome the war's destruction and disruption the results were disappointingly short of the requirements.

"A great deal of physical reparation has been accomplished," Mr. Hines said, "and business has found ways to re-establish itself to a substantial extent, but so far there seem to be little prospects of relief from other evils coming from the war; heavy, but still inadequate taxation, instability of currencies, impairment of public credit, unemployment, interferences with adequate feeding and clothing of populations and intensified hatred and distrust are manifest in both foreign and domestic politics in the various countries I have observed.

"In the course of time and after infinite suffering the world's recuperative power will overcome these things if new wars do not intervene, but we should aid with our whole strength the effort to diminish the prospects of future wars, and to that end we should give our support to every rational effort that promises to aid in promoting better understanding in the world, or in saving it from the burdens and menaces of undue armament. I believe our country is in a position to do far more in this great movement than any other country in the world."

Mr. Hines said his work in alloting, according to the principles of the peace treaties, fleets of river vessels formerly belonging to enemy countries had been substantially completed except as to the Oder, and that this part of the problem must await the decision of the Upper Silesian questions so as to find the extent of Poland's interest in the Oder. The conference of Ambassadors had approved the suggestion of Mr. Hines that he should return to this city and resume his law practice, leaving the rest of the detailed work to his assistant, Bruce Claggett.

"The cordial acquiescence which all the countries have shown in my decisions," said Mr. Hines finally, "is an interesting illustration of the confidence which the countries of Europe, although mutually distrustful, show in the impartiality of a citizen of the United States because of the disinterested status of our country. This disinterestedness puts us in an admirable position to act as peacemaker. Every settlement of this character will be a step toward the consolidation and perpetuation of the peace of the world."

Spain Faces Three Tariff Difficulties

Madrid, Oct. 19.—Three great difficulties confront the Spanish Government in dealing with the customs problem, Minister of Finance Cambo declared before a plenary meeting of the tariff commission. The first of these included the complexities resulting from the war, the second was due to the fact that the "big interests" were more alert than they were in the past, and the third was caused by the "universal perturbation," which, he said, prevents the fixing of a sure basis for the future.

The Minister declared that former tariff laws had been drafted upon the advice of three or four of the "big interests," but that at present the tariff must be arranged in the interest of everybody. He argued that when it was compared with the customs laws of other countries, the Spanish tariff must be recognized as only moderately protectionist.

He added it was necessary for Spain not to offer without compensation what might become the basis of revenue in dealing with other nations. "Agriculture must consider industry and industry must consider agriculture," he concluded, "otherwise the nation will face ruin. The tariff commissioners should co-ordinate their efforts in the interests of the whole nation."

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of Chas. H. Fletcher

THE ORPHANAGE FAIR
TONIGHT
AND EVERY NIGHT UP TO OCT. 27th
SAINT ANDREWS RINK
BIGGEST EVENT OF THE SEASON.
More Booths - More Games - More Novelties

More competition and more splendid attractions than ever offered in any previous Local Fair.

Held under auspices of fraternal societies and Ladies' organizations each vieing to outdo the other, a competition in itself. The winners as well as general result of movement will depend altogether on the support given in the way of donations and patronage. Who are you backing?

Admission 10c.—Door prizes given away nightly—Season Tickets at $1.00 each good for chance on Automobile and Sleigh. 6 tickets for $5.00.

A CAUSE WELL WORTHY OF YOUR SUPPORT

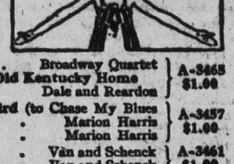
Complete November List Now on Sale

Columbia Records

Dance Records

Sweet Lady—Medley Fox-Trot — The Columbians South Sea Isles—Medley Fox-Trot — The Happy Six	A-3467 $1.00
In a Boat—Medley Fox-Trot — The Happy Six Emaline—Medley Fox-Trot — Yerkes Jazzarimba Orch.	A-3468 $1.00
Sally, Won't You Come Back—Medley Fox-Trot — Ted Lewis and His Band Second Hand Rose—Medley Fox-Trot — Ted Lewis and His Band	A-3453 $1.00
Wang Wang Blues—Fox-Trot and Home Again Blues—Fox-Trot — Ted Lewis and His Band	A-3464 $1.00
Molly O—Fox-Trot — Art Hickman's Orchestra Good-bye, Pretty Butterflies — Art Hickman's Orchestra	A-3458 $1.00
I Ain't Nobody's Darling—Song Fox-Trot — Biese Trio and Crumit Frankie and Johnny	A-3459 $1.00
Remember—Waltz — Prince's Dance Orchestra In My Tippy Canoe—Medley Waltz — Prince's Dance Orchestra	A-6194 $1.65
I'll Keep on Loving You — Guido Deiro Crooning — Guido Deiro	A-3451 $1.00
Soldier's Joy—Mama's in the Cold, Cold Ground—Turkey in the Straw (Medley of Jigs and Reels) Little Yaller Gal—Old Black Joe Jock Tamson's Hornpipe (Medley of Jigs and Reels) — Don Richardson	A-3452 $1.00
Danse Arabe — Oriental Orchestra Danse Orientale — Oriental Orchestra	E-7258 $1.00

Song Hits



My Sunny Tennessee — Broadway Quartet Tuck Me to Sleep in My Old Kentucky Home — Dale and Reardon	A-3465 $1.00
I'm Looking for a Bluebird (to Chase My Blues Away) — Marion Harris Sweet Cookie — Marion Harris	A-3457 $1.00
In the Old Town Hall — Van and Schenck What-a-a Gonna Be Next — Van and Schenck	A-3461 $1.00
Who'll Be the Next One (to Cry Over You) — Charles Harrison If You Only Knew — Edwin Dale	A-3463 $1.00
Sleepy Head — Dale and Reardon Fare Thee Well, Love, Fare Thee Well — Columbia Stellar Quartet	A-3460 $1.00
I Ain't Givin' Nothin' Away — Southern Quartet Sweet Mamma (Papa's Getting Mad) — Southern Quartet	A-3450 $1.00

Opera and Concert

Because — Charles Hackett	79879 $1.00
La Forza del Destino (Pace, Pace Mio Dio) — Rosa Ponselle	49859 $1.50
Samson and Delilah—Love, Lend Me Thy Might — Jeanne Gordon	49740 $1.50
Gentle Annie — Oscar Seagle Ol' Car'lina — Oscar Seagle and Male Quartet	A-3448 $1.00
Those Songs My Mother Used to Sing — Carmela Ponselle Thinking of You — Carmela Ponselle	A-3466 $1.00

Instrumental Music

Paraphrase on Tschaikovsky's Flower Waltz — Percy Grainger Wedding Day at Troldhaugen — Percy Grainger	A-6192 $1.65
Solveig's Song — Eddy Brown Serenade Espagnole — Eddy Brown	A-3449 $1.00
Monastery Bells (Key of "F" Sharp Major) — Cincinnati Symphony Orchestra Intermezzo Sinfonico—from Cavalleria Rusticana — Gino Marinuzzi and His Symphony Orchestra	A-6193 $1.65
March Boccaccio — Prince's Band When the Grand Old Flag Goes By — Prince's Band	A-6195 $1.65

New Columbia Records on Sale at all Columbia Dealers the 20th of Every Month.

THE LURE OF MUSIC

COLUMBIA GRAPHOPHONE COMPANY, Toronto

J. CLARK & SON, LIMITED
71 Germain Street